

20:52:51.3

START OF RECORDING
START OF TRANSCRIPT

20:52:51.3

HOT-2

Nos tendríamos que haber quedado Juan hoy, era para que se rompa el avion, te quedas cuando esta lloviendo, frio.

We should have stayed there today, Juan, this will be to break the plane. Have you seen those days when it is raining and cold.

20:53:53.8

HOT-2

Teníamos mil, cargaste mil quinientos litros, te fuiste a dos mildoscientos kilos, dosmil quinientos kilos, entendes Juancho?

We had one thousand, you filled fifteen hundred lifters, you went to twenty two hundred kils, twenty five hundred kilos, do you understand Juancho?

20:55:35.5

CAM

[Conversations related to the aircraft flight manual]

20:59:30.8

CAM

[Sound similar to master caution chime]

20:59:47.1

CAM

[Conversations related to labor topics]

21:00:21.5

CAM

[Sound similar to hydraulic pump cycle]

21:00:46.4

CAM

[Conversations related to labor problems and flights to Montevideo]

21:01:24.8

CAM

[Sound similar to cabin interphone call chime]



AIR-GROUND COMMUNICATION
CONTENT

TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

21:02:36.4
HOT-2 [First officer reads letter from airline]

21:03:05.5
HOT-1 Estos no saben lo que es volar en esta zona con estos aviones, te estoy hablando de estos aviones.
These fellows don't know what it is to fly in this zone with these planes. I am talking about these planes.

21:03:12.2
HOT-2 Yo lo que veo es como el hijo de p... se pone así, vístelo! Ahí está. Vamos a salir de la capa Juancho.
What I see is that this son of a bitch works like ... you see. There it is. Let's get out of the layer Juan.

21:03:18.8
HOT-1 Quiero que gane velocidad.
I want to gain speed.

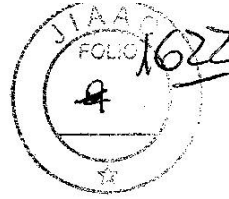
21:03:24.8
HOT-2 Vertical. [relates to autopilot mode]

21:03:28.6
HOT-1 ...cantidad de velocidad, después lo...
...quantity of speed afterwards I...

21:03:35.2
HOT-2 No tengo nada de hielo, eh.
I don't have any ice, eh.

21:03:38.1
HOT-1 Sí.
Yes.

21:03:38.2
HOT-2 Sí, pero muy poquito, lo ves o no?
Yes but very little. Do you see it or not?



AIR-GROUND COMMUNICATION
CONTENT

TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

TIME and
SOURCE

21:03:43.4
HOT-1
Ah, sí, ahí lo vi, una liniita, tengo yo aca.
Ah yes, there I see a little line. I've got it there.

21:03:47.2
HOT-2
[estornudo] Te pone nervioso ** hielo.
[sound of sneeze] It gets you nervous ** ice.

21:03:56.6
HOT-2
Lo que sí el conch... toma el viento medio de costado, pero
lo tenemos medio así.
The fact is that the fucking takes the wind by the side, but
we have it more or less this way.

21:04:35.5
HOT-2
...sí, pero se queda trabada ahí.
...yes, but it stays stuck there.

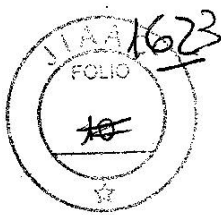
21:04:40.5
HOT-2
Ahi estamos mal ** mas adelante.
there we were wrong ** more over.

21:04:46.3
HOT-1
Vamos a tratar de llegar a uno nueve cero.
Let's go to try to arrive to one nine zero.

21:04:55.7
CAM
***.
***.

21:05:5.4
HOT-2
Debe ser todo así, no Juan?
Must be everything like that, isn't it Juan?

21:05:12.4
HOT-1
Sí.
Yes.



AIR-GROUND COMMUNICATION
CONTENT

TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

TIME and
SOURCE

21:05:17.7
HOT-?
Estamos ahi, viste.
We are there, you see?

21:05:38.8
HOT-1
Levanta ahi el ***.
*Rise there ***.*

21:05:46.0
HOT-2
Ahi levanta.
There it rises.

21:05:57.4
CAM

***.

21:06:34.6
HOT-1
Esta apagado ahi?
Is it off?

21:07:05.8
HOT-1
*** lo de arriba.
*** *the upper.*

21:07:08
HOT-2
Si, muchas maniobras te estresan [dudoso]
Yes, many procedures get you stressed.

21:08:00.3
HOT-1
Nos tendriamos que haber comprado unos Dash *.
We should have bought some Dash.

21:08:04.3
HOT-2
No tal cual. Toda la vida Juan. Nos hubiesemos cag...de la
risa.
Yes. All the life Juan, we would have laughed so hard.

21:08:25.5
RDO-?
***. [radio communication]



TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

TIME and
SOURCE

AIR-GROUND COMMUNICATION
CONTENT

21:08:30.0
CAM

*.
*.

21:08:46.1
CAM

[sound similar to autopilot disconnect]

21:08:46.1
CAM-2

**.
**.

21:09:09.7
CAM-1

Esto lo tenés?
Do you have it?

21:09:13.0
HOT-2

(Ala o a la) izquierda.
(to the left or left wing)

21:09:13.8
CAM-1

(Ala o a la) izquierda.
(to the left or left wing)

21:09:31.2
HOT-1

Pedile descenso.
Ask for descent.

21:09:36.7
RDO-2

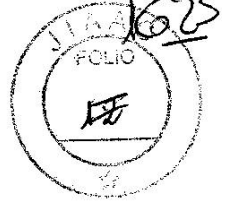
Uno cuatro ***.
*One four ***.*

21:09:47.1
HOT-2

Uno cuatro ***.
*One four ***.*

21:09:49.7
HOT-1

Te decia por asi decirle, me olvide que no tenemos.
I was just telling you, I forgot we didn't have.



AIR-GROUND COMMUNICATION
CONTENT

TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

TIME and
SOURCE

21:09:53.5
HOT-2

**
**

21:10:00.1
HOT-1

Puede que tengamos senal del celular.
Maybe we'll have a cell signal.

21:10:01.9
HOT-2

Si senal ***.
*Yes a signal ***.*

21:10:04.1
HOT-1

Lo cual es mucho decir.
Which is a lot to say.

21:10:08.0
HOT-2

Si, si, quieres que bajemos a uno cuatro cero entonces? Ya
esta la capa ***.
Yes yes do you want to descend to one four zero then?
*There is the layer ***.*

21:10:13.5
HOT-1

No, no me dijo exacto.
No he didn't tell me exact.

21:10:24.0
HOT-2

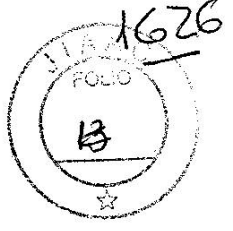
Quieres que pruebe con Ezeiza?
do you want to try with Ezeiza?

21:10:27.4
HOT-1

Probá con Ezeiza.
Try with Ezeiza.

21:10:29.9
CAM

[sound similar to master caution chime]



AIR-GROUND COMMUNICATION
CONTENT

TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

TIME and
SOURCE

21:10:48.2
CAM

***.

21:11:07.3
HOT-1
Sí.
Yes.

21:11:12.9
HOT-1
Esta puesto todo igual.
Everything is the same.

21:11:14.8
HOT-2
No, no es.
No it isn't.

21:11:21.8
HOT-?
Vos lo tenés puesto?
Do you have it on?

21:11:23.9
HOT-?
**
**.

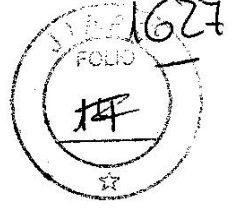
21:11:27.5
HOT-2
Esta prendido ***?
*Is it on ***?*

21:11:28.0
CAM
[sound similar to hydraulic pump cycle]

21:11:30.2
HOT-1
Eh?
Eh?

21:11:40.9
CAM

***.



AIR-GROUND COMMUNICATION
CONTENT

TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

TIME and
SOURCE

21:11:44.6
HOT-2
No?
No?

21:11:49.3
CAM
***.
***.

21:11:57.8
HOT-2
Te digo que nos faltaban quinientos pies Juan, eh.
I told you we were missing five hundred feet Juan.

21:12:1.2
HOT-1
Sí, pero no vamos a ir juntando hielo al pedo, viste ***.
*Yes, but we won't be flying getting ice needlessly ***.*

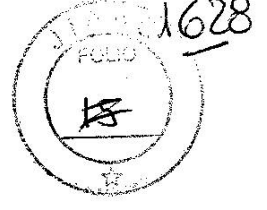
21:12:15.3
HOT-1
Es como que esta pegando hielazos por todas partes.
It is like we were getting ice impact in all places.

21:12:34.8
HOT-2
*** se forma un poquito de hielito ***
*** it forms a little bit of ice ***.

21:12:43.4
HOT-2
**.
**.

21:12:45.6
HOT-1
Igual carga mucho. Carga mas de lo que desprende.
Nevertheless it builds a lot. It builds more than it sheds.

21:12:50.7
HOT-2
Yo tengo abajo en el medio, viste. No lo desprendio bien.
I have below in the middle you see. It didn't shed well.



AIR-GROUND COMMUNICATION
CONTENT

TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

TIME and
SOURCE

21:12:57.7
HOT-1
En estas condiciones te carga hielo en el radiador, la
sonrisa, no da abasto.
In these conditions it builds ice in the radiator, the smile
[intake] it isn't enough.

21:13:23.8
HOT-2
***.
***.

21:13:36.1
HOT-1
No entiendo porque *** corregir ***
*I don't understand why *** correct ***.*

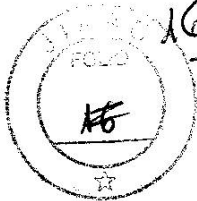
21:14:11.4
HOT-1
[sound of laughter] ** [sound of laughter]

21:14:16.2
HOT-1
Y dijo, un poquito.
And he told a little bit.

21:14:19.6
HOT-2
Mira bolido, el bodoque que se te formo, no lo puedo creer
eh, mira Juan, mira el mio ahi.
Look fellow, the form [bodoque is a large irregular shape], I
can't believe it. look Juan, look at mine there.

21:14:22.1
HOT-1
Un poquito en el parabrisas podemos hacer una
estalactita,
A little bit on the windshield we could make a stalactite.

21:14:28.0
HOT-2
Sabes lo que debe ser la panza de este avion?
Do you know what the belly of the plane must be?



AIR-GROUND COMMUNICATION
CONTENT

TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

TIME and
SOURCE

21:14:30.5
HOT-1
porque te crees que se cae tanto este avion?! No sirve este avion para esta ruta, pero no lo quieren entender. Despues cuando puedas, pasame la carta de la zona esta ***.
Why do you think that this plane falls so much? This plane is useless for this route but they don't want to understand it. afterwards when you can pass me the chart of this zone ***.

21:14:43.0
HOT-2
Si, como no.
Yes of course.

21:14:47.0
HOT-2
Voy a sacar los dos ***.
I'm going to take both ***.

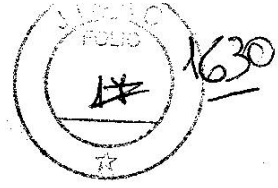
21:14:48.7
HOT-1
No.
No.

21:15:06.6
CAM
[Sound similar to altitude alert]

21:15:10.0
HOT-1
Que paso?
What happened?

21:15:11.2
HOT-2
Uno uno cero tolera el modelo del avion.
One one zero tolerates the model of the plane.

21:15:13.8
HOT-1
Bien.
Okay.



AIR-GROUND COMMUNICATION
CONTENT

TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

TIME and
SOURCE

21:15:16.8
HOT-2

21:15:20.8
HOT-1

No tampoco.
No, neither.

21:15:22.7
HOT-2

Y que con cien tampoco?
And with one hundred either.

21:15:23.3
HOT-1

No, vamos a esperar. La vez pasada baje hasta uno dos
cero y seguimos juntando hielo a lo pavote.
No, let's wait. Last time I descended to one twenty and we
continued gathering ice like fools.

21:15:31.7
HOT-1

Vamos a quedarnos aca como para quedar en una
situacion intermedia. Seguimos con los antihielo de aca
hasta alla.
Let's stay here so as to be in an intermediate situation. we
will continue with the antice from here to there.

21:15:40.3
HOT-2

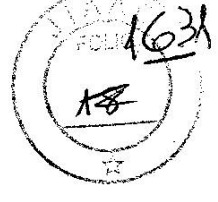
Ahi desprendio.
There it loose.

21:15:41.3
HOT-1

Ahora si. Pero mira, bien grueso.
Now, yes. But look, very thick.

21:15:46.0
HOT-2

A mi me queda todo el borde de ataque viste, abajo, el
interno me queda todo.
I have all the leading edge you see, down, I have all the
inside. [the motor to fuselage]



AIR-GROUND COMMUNICATION
CONTENT

TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

21:15:50.5
HOT-1
Vamos a mantenerlo así.
Let's maintain it this way.

21:15:59.2
HOT-2
Ya no esta comiendo tanto.
It's not eating so much. [ice isn't spreading so much]

21:16:10.6
HOT-1
Para uno cuatro si lo tenias, no?
For one four you had it, no?

21:16:14.8
HOT-2
Pero le pido uno dos cero, no?
But I ask one two zero, no?

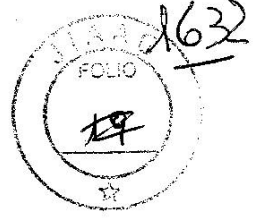
21:16:16.1
HOT-1
No no, incorrecto, no esta bien, vamos a uno cuatro cero.
No no incorrect, it's not okay. We go to one four zero.

21:16:27.6
HOT-1
Y ahora si pasá con Comodoro, calculo que ***
And now contact Comodoro I calculate ***.

21:16:30.4
HOT-2
Ah pero con este nivel.
Ah but with this level.

21:16:31.8
HOT-1
Hacemos el intento.
Let's make a trial.

21:16:45.1
HOT-2
Mira el hielo que formamos ahi.
Look at the ice forming there.



AIR-GROUND COMMUNICATION
CONTENT

TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

TIME and
SOURCE

21:16:47.1
HOT-1
Mira el bodoque, no se si esta igual de tu lado.
Look at the bodoque. I don't know if it's the same on your side.

21:16:49.9
HOT-2
En el medio de las dos botas?
Between the two boots?

21:16:51.2
HOT-1
No, en la luz de navegacion. En la punta.
No in the navigation lights. In the tip.

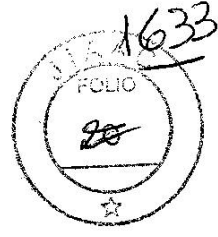
21:16:55.9
HOT-2
**.
**.

21:16:56.3
HOT-1
Bodoque!
Bodoque!

21:17:01.8
HOT-2
Este esta lindo, mira como lo llevo a comer.
This is beautiful. We could take it have dinner.

21:17:07.1
HOT-1
Hay que congelarlo bien y llevarselo de recuerdo a todos los que salen con exceso de peso.
We should freeze it very well and take it as a souvenir for those who fly with excess of weight.

21:17:13.6
HOT-2
Mira b.... mira con exceso de peso, sabes que!
Look fellow you know what it would be with excess of weight?




**TIME and
SOURCE**

**INTRA-COCKPIT COMMUNICATION
CONTENT**

**TIME and
SOURCE**

**AIR-GROUND COMMUNICATION
CONTENT**

21:17:18.0

HOT-1

Mira como se esta cayendo de nuevo la velocidad, como calzon de p....
Look the way in which the speed is falling. Like a bitch's underwear.

21:17:23.7

HOT-1

Uh, como vibra! esta juntando la helice. Ponele la helice en maximo.
Uh, how it shakes. The propeller is gathering. Put the propeller on maximum.

21:17:28.3

CAM

[Sound similar to stall warning]

21:17:31.5

HOT-1

Ahh la p... madre!
Ah son of a bitch!

21:17:31.8

TAWS

Bank angle...Bank angle. [repeats]

21:17:34.7

HOT-2

Que pasa la con.... de su madre!
What happens bullshit!

21:17:36.2

CAM

[Sound similar to master caution chime]

21:17:38.0

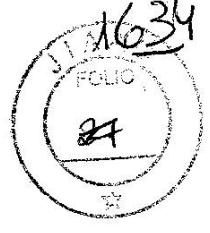
HOT-2

Vamos! No seas hi... de p...!
Come on! Don't be a son of a bitch!

21:17:40.2

HOT-1

Para atras!
Pull back!



AIR-GROUND COMMUNICATION
CONTENT

TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

TIME and
SOURCE

21:17:40.6
HOT-2
Para atras!
Pull back!

21:17:43.4
HOT-2
Ahi tengo luz!
I've got light there!

21:17:46.6
CAM
[sound similar to master caution chime]

21:17:48.3
CAM
[sound similar to master caution chime]

21:17:49.8
HOT-2
Dale, dale que lo recuperamos, dale, dale!
Come on come on. Go, we are going to save it, go go!

21:17:53.0
HOT-2
Para arriba! La p... madre...No!
Up up son of a bitch. No!

21:17:53.6
CAM
[sound similar to master caution chime]

21:17:57.2
CAM
[Changes in engine power]

21:18:00.9
HOT-2
Tranquilo, tranquilo dale que lo sacamos!
Easy easy, we're going to save it!

21:18:02.8
CAM
[Sound similar to master caution chime]

21:18:04.8
HOT-2
La p... que lo par....!
Son of a bitch!



TIME and
SOURCE

INTRA-COCKPIT COMMUNICATION
CONTENT

TIME and
SOURCE

AIR-GROUND COMMUNICATION
CONTENT

21:18:07.1
RDO-2

Mayday mayday! El Sol cinco cuatro dos cero, mayday
mayday! [shouting]
Mayday mayday! Sol five four two zero, mayday
mayday!

21:18:12.6
RDO-2

Mayday mayday! [shouting]

21:18:15.2
END OF TRANSCRIPT
END OF RECORDING

ES COPIA DEL ORIGINAL

Comodoro CHISTO L. GREA
Secretario General J.I.A.A.C.

